

DESERET EVENING NEWS

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Horace G. Whitney - Business Manager.

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SALT LAKE CITY, - NOV. 24, 1909.

THANKSGIVING DAY.

The observance of Thanksgiving day is an inheritance from some of the first settlers of this country, from whom the American people have received so many priceless traditions of strength, manliness, and confidence in the Almighty. It should never be forgotten or neglected.

Thanksgiving day was, originally, a day upon which to acknowledge the mercy of God in the bestowal upon His children of many blessings and to prepare, in the proper spirit, for future gifts of mercy. The day is still set apart, by executive authority, for worship and praise.

We fear that, to many, it has lost its significance. It has become a day of eating and drinking, and boisterous hilarity. This may be in harmony with the spirit of the age, but it is certainly regrettable. For never before, in the history of the country, did the American people have more cause for gratitude than at this time.

We hope the Latter-day Saints will not forget the observance of the day in the proper spirit. They may not everywhere assemble in their respective places of worship. But they should make the day, or part of it, an occasion of family worship and contemplation of the mercies of the Heavenly Father. They have cause for gratitude, as well as supplication, at all times.

We hope the grand object of the day will not be overlooked in the feasting and the merry-making. The latter features are all right, too, in moderation and singleness of heart. It certainly is pleasing to the Father to see His children enjoying His gifts, but it should be with grateful hearts and loving thoughts of the Giver. Let the object of the day not be lost in thoughtless levity.

THE FOOD SHOW.

Any undertaking which aims to set before the public a better way of doing things is a worthy affair. Such is the purpose of the Greater Salt Lake Food and Industrial Show now being held in the Auditorium in Richards street. A visit to the exhibition of foodstuffs will repay the housewife and her helpmeet. There are many showings of articles of daily use in the household and the foods shown there are selections from the best productions of the nation's large industrial plants. All are wholesome. There are shown, too, devices which make woman's work easier—and let the fertile brain of the American genius never grow weary in striving to invent some "Yankee contraption" to do this.

An object of much attention is the exhibit collected by State Dairy and Food Commissioner Willard Hansen and State Chemist Herman Harms. In this display are set before the public the adulterants which enter into the cheaper foodstuffs. A serious study of this department of the show is well worth the time of every visitor to the Auditorium. There are many poisons being taken in small quantities daily, and all because the housewife is not informed as to their presence in the food; or, if she is, she does not know the danger which lurks within the name of the preservative, the dye or the flavoring of the food. The showing of adulterants is an educational feature of the show which should not be overlooked. Much credit is due the commissioner and the chemist for the splendid feature. The food show, of which admission is free, is a display that should merit a large attendance—and it is receiving much notice, especially from the womenfolk, but the men may profit by a visit there as well.

RAILROAD FREIGHT CHARGES.

The justice of railroad freight rates is a subject always much discussed. At present some of these matters are being tested in various courts, including an important hearing in this State.

What arouses the public sentiment on railroad freight quotations is the admitted fact that freight from eastern points to Salt Lake City is higher than from the same points to San Francisco.

Thus, it has been shown that the rate on certain commodities from New York to San Francisco is \$1 per hundred, upon goods that may go directly through Denver. But if the same goods are sent to a merchant in Denver, he must pay a rate of \$1.50.

This looks like unfairness and discrimination; but the reason given is that if the railroads did not make a rate of \$1 per hundred from New York to San Francisco, the freight would go by water around Cape Horn.

According to an authority on such matters, it costs about \$50 to ship an average car of wheat to one of the grain markets along the Missouri River from the wheat regions 200 miles farther west. That \$50 comes out of the pocket of the farmer who grows the grain; but as he usually does not ship the grain himself, but sells it to a local dealer, he does not feel the effect of the freight rate.

Yet to ship a minimum carload of cattle the same distance, we are told, the railroad charges only \$35.30. Moreover, the cattle must be rushed through by fast freight, they must be accompanied by a caretaker, and there is greater risk for the railroads in haul-

ing them than in handling wheat. Besides, the grain car will take back a high class of freight on its return trip, while the cattle car may have to return empty. And although the car of cattle weighs only 22,000 pounds, while the car of wheat weighs 70,000 pounds or more, it probably costs the railroad as much to haul the car of cattle as the car of wheat.

When, however, the grain farmer learns of this difference in rates and especially when he discovers, as he must before much dealing, that he is the person who pays the \$30 freight charges on the car of wheat, he is likely to become furious in his denunciation of the discrimination. Yet here again the real reason for the difference in the rates is that the stock raiser usually ships his own cattle and so he realizes the full effect of the freight rate on his profits. He has forced concessions from the railroads by his own competition with them; the grain grower has not.

Good roads would enable grain growers to compete with the railroads and thus to secure a more favorable rate.

It must not be supposed, either, that the railroads necessarily make exorbitant profits on the higher rates. Their charge "all the traffic will bear," but this rate may be a very reasonable one. Sometimes, in newly settled districts or in places where a new industry is to be developed, the railroads make a rate that yields them no profit. In time, of course, the officials expect the business or territory thus developed to yield good freight profits.

Cotton is carried from Texas to Seattle rather than due west to Pacific ports in California half as far away, because the empty lumber cars that carried lumber from Oregon to Texas cannot be allowed to return empty. It is said that the railroads control all the Pacific ports excepting those owned by the public at San Francisco; but there is still water-way competition around South America or by way of Panama. The cost of water transportation is only a small fraction of that by land; and where time is not important goods can be successfully shipped from the east to the west coast by the long journey around the Cape.

As a result, the railroads are compelled to give much cheaper rates between the East and Pacific coast terminals than between interior points in the Rocky Mountain region and the East, and it is claimed that a Utah cattleman discovered last summer that he could ship his cattle eight hundred miles to Los Angeles and then ship them back over the same track and on to the East for less money than he could ship them direct from Utah.

Now, it is claimed by railroad men that there is little margin of profit in the rates they are compelled to make to meet water competition, and the assertion probably is correct in some instances. And when it is asked why the roads attempt to carry business that does not pay them, the ready answer is that if the railroads did not carry this competitive traffic the rates to interior points would have to be much higher.

There are certain fixed expenses that must be met by a railroad, whether traffic is heavy or light. The roadbed and equipment must be maintained, interest on bonds must be met, taxes must be paid, and the salaries of officers remain the same; the wages of trainmen and freight handlers and the cost of fuel to pull trains are lessened if traffic is light, but the other items are not sensibly diminished by a light traffic.

The case has been put this way: "Suppose a certain commodity is shipped from New York to San Francisco on which the rate is \$1 a hundred pounds, made to meet water competition, although the actual cost of carrying the traffic is \$1.30, half of which is the cost of handling the freight and the other half is the cost of fixed expenses, salaries and maintenance. The \$1 rate would pay the cost of carrying and 40 cents toward the fixed expenses. At Chicago another shipment of the same commodity is picked up, consigned to Salt Lake City, and although the distance is only half as great the rate is \$1.50. The cost of handling this shipment is \$1, leaving a margin of fifty cents profit. Twenty cents of that margin, however, must go to pay the deficit on the New York-San Francisco shipment, actually leaving only thirty cents to apply on surplus and dividends.

But suppose the railroads should withdraw the low rate on the San Francisco business and allow it to go by water. The Pacific coast would get its freight at the same rate, but the railroads would lose that much gross revenue. Their fixed expenses and the cost of maintenance and salaries would continue just the same, and they would lose the forty cents which the San Francisco traffic contributed toward these items. That forty cents would have to be made up on the Salt Lake business."

It would seem, therefore, that the mere fact of a difference in rates, as for instance the carrying of goods cheaper to San Francisco than to Salt Lake and compelling the Salt Lake consumer to make up what is lost by the railroads' meeting the water-freight rates, while it is clearly a discrimination, is not, from the standpoint of the railroads, unjust, but simply necessary.

STANDARD OIL.

The court decision branding the Standard Oil company as an illegal combination in restraint of trade is considered as one of the most important ever rendered in this country. If it is upheld by the Supreme court, and carried out, it will affect a number of similar combinations. For nearly every commodity is cornered by some trust, and all are guilty, if one is. However, the Supreme court will have to pass upon the case, and every effort will, undoubtedly, be brought to bear to secure a reversal of the decree. In the meantime business will go on uninterrupted.

Standard Oil is one of the gigantic corporations that grew up in this country shortly after the Civil war. It was chartered in Ohio in 1870, and directed principally by John D. Rockefeller, for the purpose of manufacturing illuminating oil out of petroleum. Soon it became one of the largest and most profitable corporations in the country. It absorbed, or consolidated with, other companies. It made special contracts with railroads, and by and by stifled competition. Its property, which in 1870

was about a million dollars, rose in value and extent, and was in 1900 estimated at \$500,000,000.

There was a time when the ability to amass such fortunes was admired, and the successful manipulators of the financial affairs of monopolies were held up for the admiration of youth. Their success was regarded as the proper reward of sagacity, honesty, and industry. But moral standards have changed of late years, and money kings are frequently denounced as robbers of the public. Court decisions such as those given against Standard Oil, would hardly have been expected a few years ago. With the change of sentiment in regard to monopolists, the public applauds when the courts brand trusts as outlaws.

PROTEST NOT TOO LATE.

Nicholas Tchaikovsky, it appears from the dispatches, is to be tried for treason in Russia, and the trial is to be held behind closed doors. That means that the world will hear nothing of the evidence, and will be in no position to judge of the proceedings. The matter will remain a secret, until some day a shot will be heard around the world, announcing the death of another sacrifice upon the altar of oppression. Tchaikovsky and Mme. Breshkovsky, his fellow prisoner, had been promised an open trial by the premier, but, under what pressure he alone knows, he has withdrawn his protection. Both have been in this country. They have friends here, and they are not regarded as traitors but as patriots.

In the case of Ferrer, who was killed in Spain, the world protested too late. The victim had already been sacrificed when, in one country after another, meetings were held and the judicial proceedings that ended in condemnation were loudly denounced. In the case of the Russian prisoners the error of delay should not be committed. Let the protests come quickly and let them be so emphatic that the Russian government will listen and grant a free and open trial. Public opinion is a power even in Russia. But it must be exercised before the end of the tragedy has come and it is too late to protest.

Common sense is the acme of philosophy.

"Armes and the man I sing," says Alma Bell.

Don't take things easy if they are not your own.

Too often the loud divorce follows the quiet wedding.

For weights that are dark the New York custom house is peculiar.

Will the lords be able to lord it over the commons in financial legislation?

How handy the house of commons would find Pym and Hampden just now.

There are as good seals in the sea as

NEW NEWS OF YESTERDAY

HANNIBAL HAMLIN'S JOURNEY OF LOVE.

By E. J. Edwards.

This daily series of anecdotes and incidents that throw new, interesting and frequently dramatic light on famous events and personalities of the past have been collected by Edwards during nearly forty years of more or less intimate acquaintance with many of the country's leaders since the Civil War. Each anecdote or incident is fresh from Mr. Edwards' notebook, and, either in whole or in part, it constitutes New News of Yesterday, garnered from the men who made the news—the history—or from equally authoritative sources. As important contributions to the "Famous in History" series, these articles have a distinctive value all their own.

If Hannibal Hamlin, Vice President of the United States during Lincoln's first term in the White House, were alive today he undoubtedly would take a great deal of satisfaction in the fact that fourteen of the states have so far made of Lincoln's birthday a legal holiday. For he it was who really started and crystallized the movement that has led to legal observance of the day, though I believe you won't find this stated in any account of the establishment of the day as a legal holiday.

Mr. Hamlin, who was almost the last survivor of those who were of the immediate administrative family of Mr. Lincoln, died in 1891 in Bangor, Me. It so chanced that in February of that year I was a passenger on the Boston express for New York, and, after dining, I went into the smoking car. A moment or two later a sturdy old gentleman entered, threw himself easily upon one of the divans, took from his pocket a very black cigar, lighted it and began smoking. It was Hannibal Hamlin, looking not a day older than he did when, on his retirement from the Senate in March of 1881, I had bade him goodnight in Washington.

Quite naturally, we renewed our acquaintance, and after a little conversation I expressed interest in the self-evident fact that he, in the dead of winter at his age, should be making a rather lengthy railroad trip. "Now, you are not going to interview me," declared the old gentleman, with a smile. "I never have been interviewed, and I don't purpose to begin now; but I will tell you candidly what the object of my trip is."

"Sometimes it used to be said, when Mr. Lincoln was president, that he ignored me, but that is not true. My relations with President Lincoln were not of a friendly nature, but intimate, although the public knew little of them. And I came, in that intercourse, to have what I believe to be a true understanding of Lincoln's character. Although he was intellectually a great man, yet I think that his real greatness lay in the moral grandeur of his character. He was, morally, as great as Washington. That is, after all, the only true greatness.

A few months later, in the summer of the same year, Hannibal Hamlin lay dead in his home in Bangor. But the plea for the memorial observance of Lincoln's birthday which he made on that day before the New York Lincoln club, and his subsequent private declaration in New York and Philadelphia unquestionably led to and crystallized the agitation, which, several years later, caused Illinois, Minnesota and New York to be the first states to declare the birthday of the great war president a legal holiday. For, until Mr. Hamlin conceived the idea of a universal Lincoln Memorial day, and, at eighty-two years of age, and in the dead of winter, made his journey of love in its behalf, there had been no determined concerted effort to make the day a legal holiday in any state, and it was only observed informally at banquets by Lincoln clubs and other organizations.

of Connaught, were the other dear charmer away. However, such matters are all arranged, and if King Edward wills to have another "daughter of England" wear a crown, he will doubtless have his way. Princess Alexandra, in her granddaughters, and Princess Patricia in his niece. Two of his nieces are queens of Roumania and Spain, respectively, and his daughter, Marie, is the King Haakon of Norway. If Roumania and Norway are of rank enough for dynastic marriage with Great Britain, surely Portugal is eligible. Unions between the Guelpis and Latin royal families have been very uncommon, the bar of religious differences standing in the way. That can be easily lifted, however, as was witnessed in such facility with which the Queen of Spain was converted to the faith of Alfonso's father. If King Manuel lives in hope he has in British history a precedent for encouragement. Two hundred and fifty years ago a British sovereign, Charles II, espoused a Portuguese princess, Catharine of Braganza, who brought with her a great dowry in ready money, besides Boney and Tangier. This union was childless, and though it is of little practical value to speculate on what might have happened, one cannot help wondering where the House of Hanover would be today. Charles II left a son to succeed him on the throne.

LOOKING FOR A QUEEN.

Though an offer of marriage from the King of Portugal seems a good deal like an invitation to dance on a volcano, he will probably not sue in vain. A throne is a throne, even if it is a little rocky. Good-bye, says the editor, who is happy with either Princess Alexandra or Prince of Wales.

ever were caught, but they are few and growing fewer.

Much government is conducted on the theory of the greatest good to the greatest number.

Everybody has unpleasant experiences. Happy are they who have the tact always to conceal them.

It looks as though the next turn in the Nicaraguan case would be that of a squadron around the Florida keys.

The Bakers' union did not mince matters when it made that fifty-pound Thanksgiving mince pie for President Taft.

More fuss was made over the death of Cadet Byrne than over the twenty-five other football victims. But all are deplorable.

Taxation without representation is tyranny. Taxation with representation isn't anything like it is cracked up to be.

"Often I meet nothing but struggle, but I think it a great blessing," says Mr. John D. Rockefeller. Judge Sanborn has just handed him and his company a great blessing in disguise.

The Springfield, Ill., News says that "Compared with an evening paper, a morning paper is like a cold breakfast prepared from a piping hot dinner of the day before." Our Springfield namesake is right.

The California lemon growers thought it very fine to have the duty on lemons fixed so they could raise the price to the consumer but they think it a terrible outrage that the railroads should raise the freight rates on lemons. What a difference it does make whose ox is gored.

There seems to be an unwritten law of the right to discover some place or something. Says the Providence Bulletin:

"Commander Peary's objection to undertaking an expedition to the south pole—that it is at present the field of work occupied by Commander Robert F. Scott of the British navy, who is organizing an expedition—might not have impressed any person but scientists and explorers a few months ago. But the unwritten law recognized among the members of the professions delving into the unknown that those who have labored for years with promise of ultimate success in a special field should have the exclusive right to that field, is now easily understood and for the most part approved by those who regret the passions of the present polar controversy. Commander Peary has taken the ground occupied by the scientists and explorers who are most honorable in the treatment of their fellows."

It is a beautiful idea, one that should be copyrighted. If some scientific investigator were to announce that he intended to discover some great law of nature, under this new unwritten law, all other investigators, with a nice sense of professional ethics, would immediately abandon their investigations along the same line. Go to!

JUST FOR FUN.

Sure Thing.

"What do you think of a man with a rip in his coat and only three buttons on his vest?"
"He should either get married or divorced."—Boston Transcript.

The Optimist.

"I'm sorry to hear your mule died," I said to Happy Sam.
"Oh, it's all right boss," he returned resignedly. "I ain't got no kick comin'."—Lippincott's.

A Lay Matter.

"Would you like the floors in mosaic?" asked the architect.
The Springfield man looked dubious.
"Would you like the floors in mosaic patterns?"
"I don't know so much about that," he finally said. "I ain't got any prejudice against Moses as a man, and maybe he knew a lot about the law. As regards laying floors, though, I kinder think I'd rather have them unsectarian."—Harper's Weekly.

Its Constituents.

"What is contained in sea water?" inquired the chemistry teacher.
"Chloride of sodium, and er—and—" "Well, what else?"
"Fish!"—Cleveland Leader.

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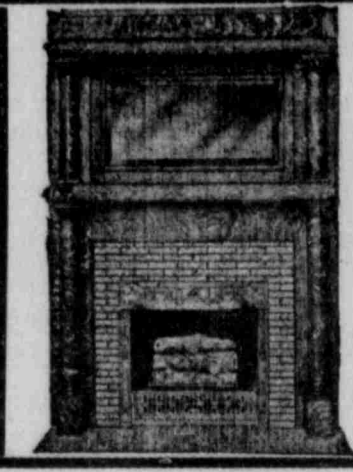
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